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Loblaw and its one million sq. ft. warehouse and distribution centre is fully operational in all three phases and Canadian Pacific is nearing completion on the first phase of its Intermodal Facility (in the forefront of above photo).

GTH UPDATE: CP's Intermodal in downtown Regina moving to GTH in early 2013

TRUCK CONGESTION WILL BE REDUCED IN CITY CENTRE

The Global Transportation Hub and its transportation and logistics development in west Regina will soon be home to Canadian Pacific's new Intermodal Facility (IMF) currently located on Broad St. and Dewdney Ave. in downtown Regina.

The new IMF will reduce truck congestion in the downtown area with the move scheduled to take place in January 2013.

CP's new IMF is located on a 124-hectare (about 300 acres) site adjacent to CP's main line between Regina and Grand Coulee. Construction on Phase I of the multi-phased development began in 2011 and is set to open in January 2013. The first phase totals 41.3 acres, including a 4.2 acre container pad. The old downtown IMF was 16.6 acres.

The first phase of the IMF development comes complete with a total of 14.6 km. [9.1 miles] of new track. Parking for tractor trailers is 600 metres long by 55 metres wide. In other words, it would accommodate more than the width of a football field (CFL) and be more than six football fields long.

The current downtown IMF is capable of about 45,000 container handlings annually. The new facility will open with a capacity increase of roughly 35 per cent or 60,000 handlings per year. At full capacity CP will be able to increase container handlings to 250,000 annually. CP's new GTH IMF replaces the downtown terminal that opened in 1980, 33 years ago.

CP executives have said that the new IMF will further strengthen CP's ability to meet the growing shipping needs of its customers and will make Regina a key intermodal location for the company, joining Calgary, Toronto and Vancouver as major intermodal centres in Canada.

Through relocation the new terminal will contribute to CP's commitment to further grow and support economic development in the region as well as providing competitive access to key North American and world markets.

The first phase of CP's new intermodal development has positioned the rail carrier to expand very quickly and as business warrants.

Legislation moves GTH from Municipal to Provincial Jurisdiction

NEW ACT SUPPORTS SUCCESS OF GTH CLIENTS

Bill No. 81, introduced in the legislature on November 28, 2012, will move the control of the development and operations of the Global Transportation Hub (GTH) from municipal to provincial jurisdiction to further support the business success of GTH clients.

The Global Transportation Hub Authority Act establishes the GTH as a Statutory Corporation; as an Agency of the Crown. It streamlines governance and formalizes responsibilities and ownership of infrastructure assets within the GTH footprint.

"Positioning the GTH as a more effective authority will further contribute to the level of success the GTH has achieved to date," Minister responsible for the GTH Bill Boyd said. "The new legislation will help transition the GTH into a full inland port operation to grow Saskatchewan's warehousing, transportation and logistics sectors in accordance with the Saskatchewan Plan for Growth."

Since the start of this project three years ago the city has worked together with the province to assist in the development of what has become one of the most important economic development projects

in Saskatchewan. The GTH has experienced rapid growth and has been an economic benefit to the province and the City of Regina.

The Loblaw Group of Companies Ltd. warehouse and distribution centre has created more than 800 jobs, with additional jobs to be added in the new year. The warehouse is ahead of schedule and is now in Phase 3 of operation.

The new CP Rail intermodal facility at the GTH is a 300-acre development, which will increase capacity for container lifts from 40,000 to 250,000 annually and will be operational later this year.

To meet the specific needs of its clients and further its vision as a world-class facility, the GTH will become responsible for its own land use planning and development regulations, governance structure, subdivision approvals and building permits.

The GTH will assume jurisdiction and responsibility for infrastructure design, construction, operations and maintenance including service provision within the GTH boundaries.

The new Act will provide the powers and authorities, which will enable the GTH to respond quickly to new opportunities and client needs. The new model will be up and running by summer 2013.

CAPITAL INVESTMENT PROJECT

The pace of development at the GTH has recently accelerated with the completion of the \$32.8 million capital investment project which makes the GTH the most technologically advanced and exciting distribution hub in the country.

"In total, the GTH is a transportation and logistics development adjacent to our national highway network – the TransCanada Highway and Number 11 – which will be connected in 2014 by the new four-lane, high-speed 'West Regina Bypass' just minutes from the Regina International Airport," said Chief Operating Officer Blair Wagar. "The property now has over four kilometers of roadways, asphalt paving, site grading, water and sewer lines, and storm channels – all specifically designed with the safe, reliable and efficient movement of goods in mind."



Canadian Pacific (CP) is nearing completion of its massive 300 acre Intermodal Facility at the GTH, valued at over \$50 million and capable of over six times as many container lifts than their previous downtown facility.





Mike Hogan (left) of DTZ Barnicke and Glenn Hill of Colliers International attend announcement.



Rhonda Ekstrom, Vice-President of Business Development for GTH provides details on new program.



Paul Mehlsen (left) of NAI Commercial and Michael Kelsey of Colliers International helped launch program.

GTH HAS FORMED STRATEGIC ALLIANCE WITH COMMERCIAL BROKER COMMUNITY

Designed to attract logistics and supply chain clients to select and acquire lands for the operation of their business, the Global Transportation Hub (GTH) in west Regina recently launched a new strategic alliance program with the commercial broker community in Saskatchewan.

The program was developed through a consultative and collaborative process with local broker representatives that included Michael Kelsey of Colliers International and Paul Mehlsen of NAI Commercial. "Our goal was to construct a working relationship based on industry best practices," said Rhonda Ekstrom, Vice President of Business Development for the GTH.

In total, over 30 brokers attended the announcement and toured the GTH site in west Regina. Over 425 acres of land is currently developed and ready for sale. "Through this new alliance program, the GTH and brokers can leverage the combined

expertise of our teams to attract clients looking to drive transportation, logistics and supply chain business outcomes," Ekstrom said.

IMPORTANT TO GTH SUCCESS

The Hon. Bill Boyd, Minister Responsible and Chair of the Board of directors for the GTH said the new alliance program will be important to the success of the GTH. "By partnering with the commercial broker community, we have significantly expanded our reach and capacity to attract new investments," Boyd said.

"It is a part of the 'Saskatchewan Plan for Growth,'" the Minister said. "Each new client stimulates job creation and economic activity for Saskatchewan and by working together we can build a stronger Saskatchewan for generations to come," Boyd said.

For companies depending on domestic and global trade, the movement of goods is a key



Hon. Bill Boyd
Minister Responsible for the GTH

factor in the cost of product, the choice of business location and the ability of a business to diversify and grow.

"Strategically located within Canada's Asia Pacific Gateway, the GTH is an integrated transportation and logistics hub that enhances access and connectivity from coastal ports to global markets. This new alliance program will only serve to create new opportunities for the GTH," Ekstrom said.

GTH MOVING REGION INTO WORLD OF GLOBAL LOGISTICS



By: Al Rosseker
Executive Director
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Truck transport here, and elsewhere, continues to be an essential component in the North American supply chain. It's an industry and conveys everything from clothing to coinage, foodstuffs to furniture, gasoline to grains, medicine to mattresses and water to widgets.

Look around the room you're in and see if you can pick out something that didn't come by truck. In a growing economy, truck transport is the delivery vehicle of choice moving 92% of the goods and commodities that Saskatchewanians count on daily.

The inception of Regina's Global Transportation Hub (GTH) is moving this geographic region more into the realm of the North American marketplace and in effect, the world of global logistics.

Keeping a fleet of complex driving machines moving is the lot of the transportation company, with its drivers, dispatchers, planners, support staff and of course, customers. As we know from the Loblaw operation at the GTH, trucks and trailers are moving in and out at a feverish pace, as product is moved as far east as Thunder Bay, west into British Columbia, north through Edmonton and

South from the U.S. The GTH concept is changing the truck transport landscape in western Canada.

Many of the trucks in service at the GTH are configured as one highway tractor pulling two 53 ft. trailers. Known to the truck transport industry as 'turnpike doubles' (TPDs), these long-combination-vehicles offer increased operating efficiencies, less greenhouse gas emissions and stricter safety controls. And, after four years of negotiations, the provincial governments in western Canada and the four truck transport associations have reached agreement – in the form of a Memorandum of Understanding (MOU) – that will harmonize special permit conditions for these TPDs. This has major positive implications for freight hauling in the west. Operating under the same rules in terms of weights and dimensions, hitch and axle configurations and drive qualifications will greatly streamline truck movements in the west. A major driver in this initiative has been the New West Partnership and transportation MOUs the Government of Saskatchewan has reached with the Manitoba and Alberta governments.

75 years young . . .

The STA is celebrating its 75th anniversary as the voice of truck transport in this province. And we think that's a pretty big deal!

Our annual general meeting and awards banquet gala was held in October where we bestowed



Leadership Awards upon all our past presidents (or surviving family members) in appreciation of their efforts in leading and growing the organization.

We also handed out some hardware in the following categories:

- Volvo Canada Driver of the Year: Roger Thompson, D.J. Knoll Transport – Presented by Volvo's Terry Warkentin;
- Frontier Peterbilt Sales Dispatcher of the Year: Shannon Mensinger, Edge Transportation – presented by Frontier Peterbilt's Don Cates; and,
- Shaw Tracking Service to Industry Award: Gary L. Redhead, President & CEO Redhead Equipment Ltd. in Regina – Presented by Shaw's Steve Atnikov

New STA President

After four years at the helm as STA President, Glen Ertell handed off responsibilities to Terry Siemens who heads up Edge Transportation of Saskatoon. Terry's family members are no strangers to the world of truck transport. He becomes the third Siemens family member to serve as association president. Brother Doug served as president, 1994-96, and remains on the STA Board, while father Erwen's presidency ran 1973-74.

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